



**Bulletin #2008-010     27 – July - 2008**

Subject:  
Super Production class

Overview:  
Effective January 1, 2009, the following rule changes go into effect.

1. Replace Article 3.1.5 with the following:
  5. The vehicle's class will be indicated on the car through a decal that displays a Class ID.

Class	Class ID
Production/RallyTruck	P
Production GT	PGT
<u>Super Production</u>	<u>SP</u>
Group 2	G2
Group 5	G5

Open class has the Class ID "O", but vehicles competing in that class do not display a Class ID decal.

2. Insert the following entry in the Inlet Restrictor Size table (after the entry for Production GT) in Article 10.1.I:

Super Production	34mm x 3mm
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3. Replace Article 10.2.C with the following:

**C. Production Category**

The Production Category is comprised of three classes: Production, Production GT and Super Production.

1. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in the United States) are legal.
2. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Subaru Impreza WRX, Volkswagen Golf GTI, Acura RSX Type S, Chevrolet Cobalt SS; a model is a specific vehicle not a general

category).

3. VINs, Model Years, updating and backdating

- a. Production and Production GT vehicles must conform to one of the following:
  - i. An original, unmolested VIN on the body shell must match the declared model year for the entry.
  - ii. For vehicles logbooked after 9/1/2007, it is permitted to have an “assembled” or “shop-made” title and a state assigned VIN, however, the shell must also display the vehicle’s original, unmolested VIN. That VIN must match the declared model year for the entry in order to be P or PGT eligible.
  - iii. Vehicles titled as “assembled” or “shop-made”, but not displaying an original VIN, are permitted only if the vehicle was logbooked with a state assigned VIN prior to 9/1/2007. A model year for the vehicle must be declared.
- b. For Production and Production GT vehicles, the entrant must provide documentation, such as vehicle title or registration, to substantiate a manufacturer’s original or state assigned replacement VIN. The declared model year will be noted in the logbook by the Rally America Technical Director only upon his approval of that declared model year.
- c. In Production and Production GT vehicles, no updating or backdating of cars, models, and/or components is permitted.
- d. Super Production vehicles may be updated or backdated within a body style of the model.

4. Engine Displacement

- a. An adjusted engine displacement is calculated to separate Production Class and Production GT Class. This is done by multiplying the nominal displacement of the engine with one or more multiplier factors. All applicable multipliers must be used in determining adjusted displacement.

The following multipliers apply to the indicated cars:

Type	Multiplier
Rotary	1.8
Turbocharged/Supercharged	1.7
Four-wheel drive vehicles	1.3
Pushrod, single cam in block	0.8
Diesel	0.8

For example, the displacement of a turbo-charged engine in a four-wheel drive car would be limited to 1199cc ( $1.7 \times 1.3 \times 1199\text{cc} = 2649\text{cc}$ ).

The Technical Director reserves the right to create new engine category multipliers during the season for competitive adjustments.

- b. In Production vehicles, the adjusted engine displacement must be no greater than 2650 cc.
- c. In Production GT vehicles, the engine displacement is limited to that specified by the manufacturer. The manufacturer-specified displacement is unrestricted.
- d. In Super Production vehicles, the engine displacement is limited to that specified by the manufacturer. The manufacturer-specified displacement is unrestricted. The Class is distinguished from Production GT based on other factors defined in this Article.

5. Minimum weight

- a. Production class vehicles must have a minimum weight equal to 1.05 lb. per cc of adjusted displacement.
- b. For Production GT vehicles, there is no stated minimum weight for the vehicle.
- c. For Super Production vehicles, the following minimum weights apply:
  - 2002-2005 GD WRX = 3,125lbs
  - 2006-2008 GD and GH WRX = 3,150lbs
  - 2004-2008 GD and GH WRX STI = 3,200lbs
  - 2004-2008 Mitsubishi EVO = 3,175lbs

Except as indicated above (or as amended by Bulletin), there is no stated minimum weight for Super Production vehicles.
- d. The vehicle weight is determined according to Article 10.1.H.
- e. The Technical Director reserves the right to make weight changes during the season for competitive adjustments.

6. Restriction

- a. All-wheel-drive Production GT vehicles with forced induction shall have an air inlet orifice of 32mm diameter or less.
- b. Super Production vehicles shall have an air inlet orifice of 34mm diameter or less.
- c. Two wheel drive Production Category vehicles with forced induction are not required to have an inlet restrictor.
- d. If a restrictor is needed to meet this requirement, the placement and width of that restrictor shall be as described in Article 10.1.G.

- e. If the vehicle is fitted with more than one pressurizing device, the area of the combined restrictors shall not exceed the area for one.

## 7. Shop Manual and Specification Form

Each entrant shall have an official factory shop manual for his vehicle and present it at scrutineering. The manual shall also be made available in case of any inspections or claims. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class prior to the first car's leaving the main time control.

- a. "Shop Manual" may be in traditional book format, or other manufacturer supplied media. If supplied in other formats, entrant must also supply device to read the media.

## 8. Vehicle Preparation

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States.

Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition. Port installed options are considered the same as Dealer-installed options.

## 9. Authorized Modifications

All items that are not specifically allowed or referred to as "unrestricted", in this Article, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

## 10. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse lights is authorized provided

they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

#### 11. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted; however, a single engine oil cooler and the necessary fittings may be added.

In Production and Production GT vehicles, aftermarket replacement radiator hoses and liquid coolant hoses are authorized, provided that their installation requires no other component modification (direct OE replacement). No other hoses may be replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally America.

In Super Production vehicles, intercooler hoses and water radiators are free. Alternate cooling fans and brackets are permitted.

#### 12. Engine Control

- a. In Production and Production GT vehicles, the standard factory ECU shall be retained, but may be reprogrammed. The vehicle shall be capable of running if a standard ECU was reinstalled. No alteration of the wire loom is allowed, except for the purposes of connecting a "Piggy Back" engine controller.
- b. In Super Production vehicles, electronic control of the engine is unrestricted.

#### 13. Induction

- a. The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed.
- b. The elements that control the quantity of fuel fed into the engine may be changed.
- c. The components that control the quantity of air in the engine shall not be changed or altered in any manner except for the addition of a restrictor if required.
- d. The original air filter (OEM specification) and air filter housing may not be modified, however the components upstream of the housing may be moved, modified or removed.
- e. Boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. A "piggy back" controller may be used to alter the function of the ECU, to similar effect as reprogramming the O.E. ECU.

- f. In Production GT vehicles, replacement inlet ducts (or hoses), which connect from the turbocharger inlet / restrictor to the airflow meter may be substituted in place of the original equipment duct (or hose) for the purpose of easier access to the restrictor. The function and purpose of the duct (or hose) must be the same as the original. All original equipment connections must be retained.

The modified or replacement PGT ducts (or hoses) must be of similar dimension to the original ducts (or hoses). Ducts (or hoses) deemed by the Rally America technical director to be constructed for the purpose of significant competitive advantage when used with a restrictor, will not be allowed.

In Super Production vehicles, these ducts (or hoses) are unrestricted, provided that their original function and connections are maintained.

All other ducts (or hoses) in the inlet tract must be original equipment and unmodified.

#### 14. Exhaust

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained.

#### 15. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

#### 16. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

In Super Production, electronic control of the center differential is unrestricted.

#### 17. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed.

#### 18. Shock Absorbers

- a. Shock absorbers are unrestricted provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except to be reinforced. The damper tanks may be attached onto the unmodified shell of the cars.

- b. In Production and Production GT, a silent block may be replaced

by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

- c. In Super Production, Uniball aftermarket strut top mounts are allowed.
- d. Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.
- e. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

## 19. Suspension

**Springs:** The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

**Coil Springs:** The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

**Leaf Springs:** The length, width, thickness and vertical curvature are free.

**Torsion Bars:** The Diameter is free.

Stock sway bars may be removed or replaced. The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual.

For MacPherson suspensions, the shape of the spring seats is free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

## 20. Wheels and Tires

The maximum wheel diameter and width is limited to largest size of each listed in the official factory shop manual. Tire size is free.

The installation of heavy duty or larger/longer wheels studs or bolts is allowed. Wheel bolts may be converted to studs. The number of

wheel studs or bolts may not be changed. The hub and rotor may not be modified, except enlargement and/or re-threading of holes for the purpose of installing larger and/or longer wheels studs or bolts or to convert wheel bolts to studs. Wheel spacers are allowed. The top of the tire, when viewed vertically from above the hub, must be covered by the original bodywork.

On condition that it is firmly secured there, the spare tire(s) may be brought inside the driving compartment.

Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

## 21. Brakes

### a. Production and Production GT

The replacement of worn linings is authorized and the system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and residual pressure valves are permitted only when standard or a manufacturer's regular production option for the model.

- i. Servo units may be disconnected or removed.
- ii. Backing plates may be removed, but not otherwise modified.
- iii. ABS (antilock braking system) may be disconnected or removed.
- iv. Rerouting of the brake lines is permitted.
- v. The use of Teflon lined, metal braided brake lines is authorized.

### b. Super Production

The entire brake system is free, except as follows:

- i. Brake rotors must be cast iron (aluminum hats are allowed).
- ii. Each caliper is limited to a maximum of 4 pistons.

## 22. Driveline

- a. In Super Production, drive axles, wheel bearings, hubs and spindles are unrestricted.
- b. 2002-2008 GD/GH bodied Subaru WRX may use a stock six-speed transmission, center diff, and final drives from a USA spec 2004-2008 GD bodied STI.



23. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

24. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 5.7. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 5.7 of these Rules.

25. Motor Mounts

Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

26. Supplementary Accessories

Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

- a. Nuts and bolts may be freely exchanged and locked by any means.
- b. The mounting of additional gauges, meters, etc.
- c. The horn may be changed or an extra one added.
- d. Extra relays, switches, wiring, and fuses may be added to the electrics.
- e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.
- f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
- g. Filler caps may be locked by any means.
- h. The steering wheel is unrestricted.

- i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.
- j. Cruise control systems may be removed.
- k. Anti-theft systems may be removed.
- l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.
- m. Body shell may be seam welded.
- n. Wheel scrapers are free.
- o. Engine bay plastic "dress up" components may be removed provided they have no other function.
- p. The rear seat, headliner, and trim pieces from the "B" pillar rearward may be removed. All door panels may be modified for clearance of the roll cage, but all OEM door panels shall be retained.
- q. Roof mounted, commercially available cooling vents are allowed.
- r. Installation of sockets in the rocker panels to be used with jack stands.
- s. Removal of standard radio/audio systems, including speakers and related wiring, is permitted.
- t. Rocker panel trim may be removed.
- u. In Super Production, sections of center console may be cut and removed to allow for the mounting of a hydraulic handbrake.

#### 27. Coach Work

Carpets and their associated padding may be removed. The front seats shall be replaced with seating per Article 5. Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, shall be removed or disabled.

#### 28. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

#### 29. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Over-boring for the use of oversize pistons is prohibited.

### 30. Canadian Vehicles

Production Category vehicles prepared to CARS specifications will be allowed to compete in Production Classes provided the entered vehicle complies with Article 4 (Eligibility Requirements), Article 5 (Required Safety Equipment), Article 6 (Scrutineering), and Article 3 (Vehicle Identification).

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.